



**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

AGENDA

REGULAR MEETING – WEDNESDAY, MAY 28, 2014
PLAZA CONFERENCE ROOM AT CITY HALL – 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**
2. **ROLL CALL** – Committee members Bruce England, Josette Langevine, Marc Roddin, Vice Chairperson Simon Purdon, and Chairperson Greg Unangst.
3. **ORAL COMMUNICATIONS FROM THE PUBLIC**

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on nonagenda items.

4. **MINUTES APPROVAL**

Minutes for the March 31, 2014 meeting have been delivered to Committee members and copies posted on the City Hall bulletin board. If there are no corrections or additions, a motion is in order to approve these minutes.

5. **UNFINISHED BUSINESS** – None.
6. **NEW BUSINESS**

6.1 SANTA CLARA COUNTY EXPRESSWAY 2040 PLAN

Overview:

The Committee will hear a presentation and provide input on bicycle and pedestrian-related issues associated with the proposed Santa Clara County Expressway 2040 Plan.

Recommendation:

Provide input on bicycle and pedestrian-related issues and opportunities for the proposed Santa Clara County Expressway 2040 Plan.

6.2 SHORELINE CORRIDOR STUDY

Overview:

The Committee will receive an update regarding the Shoreline Corridor Study and provide bicycle- and pedestrian-related input for the study.

Recommendation:

Provide input on the Shoreline Corridor Study.

6.3 PROPOSED 405 SAN ANTONIO ROAD MIXED-USE DEVELOPMENT PROJECT (SAN ANTONIO CENTER, PHASE II—BICYCLE AND PEDESTRIAN FACILITIES)

Overview:

The Committee will hear a presentation and provide input on bicycle- and pedestrian-related issues associated with a private mixed-use development proposal at 405 San Antonio Road (San Antonio Shopping Center, Phase II).

Recommendation:

Provide input on the proposed bicycle and pedestrian facilities to be included as part of the proposed 405 San Antonio Road Development.

6.4 FISCAL YEAR 2013-14 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN UPDATE

Overview:

The Committee will review the Fiscal Year 2013-14 B/PAC Work Plan and provide updates on the Committee's recent activities.

Recommendation:

None.

6.5 DRAFT FISCAL YEAR 2014-15 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

Overview:

The Committee will review and provide input on the B/PAC's Draft Fiscal Year 2014-15 Work Plan.

Recommendation:

Provide input on the B/PAC's Draft Fiscal Year 2014-15 Work Plan.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1 STAFF COMMENTS

7.2 COMMITTEE COMMENTS

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, June 4, 2014, at 6:30 p.m.

9. CALENDAR

Wednesday, August 27, 2014 – B/PAC Meeting

Wednesday, September 17, 2014 – B/PAC Special Meeting

Wednesday, October 29, 2014 – B/PAC Meeting

Wednesday, November 19, 2014 – B/PAC Special Meeting

October 2, 2014: Monta Loma/Farley/Rock Neighborhood Meeting (Unangst)

10. ADJOURNMENT

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Public Works Department at (650) 903-6311.
- Interested persons may review the agenda and staff reports at the Public Works Department counter beginning at 4:00 p.m. the Thursday evening before each regular meeting. A copy can be mailed to you upon request. Staff reports are also available during each meeting.
- **SPECIAL NOTICE – Reference: Americans with Disabilities Act, 1990**
Anyone who is planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at (650) 903-6311 48 hours in advance of the meeting to arrange for assistance. Upon request by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format.
- The Board, Commission, or Committee may take action on any matter noticed herein in any manner deemed appropriate by the Board, Commission, or Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.
- **SPECIAL NOTICE –** Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, located at 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE BOARD, COMMISSION, OR COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Board, Commission, or Committee on a nonagenda item may do so during the “Oral Communications” part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.

DRAFT



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

SPECIAL MEETING – MONDAY, MARCH 31, 2014
PLAZA CONFERENCE ROOM AT CITY HALL – 500 CASTRO STREET
6:30 P.M.

1. CALL TO ORDER

Chairperson Unangst called the meeting to order at 6:30 p.m.

2. ROLL CALL

Members Present: Committee members Bruce England, Marc Roddin, Vice Chairperson Simon Purdon, and Chairperson Greg Unangst.

Members Absent: Committee member Josette Langevine.

Staff Members Present: Linda Forsberg, Transportation and Business Manager; and Helen Kim, Transportation Planner.

Public Present: Fourteen (14) members of the public were present.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Lucas Ramirez, Human Relations Commission, thanked the Bicycle/Pedestrian Advisory Committee (B/PAC) and Committee member Langevine for participating in the 2014 Civility Roundtable.

John Scarboro, Cherie Walkowiak, and Aldona Majorek, residents, presented bicycling issues and recommendations for Shoreline Boulevard.

Todd McComb, resident, shared concerns about bicyclists and the need for safety education.

4. MINUTES APPROVAL

Motion – M/S England/Purdon – Carried 4-0-1; Langevine absent – Approve the minutes of the January 29, 2014 meeting with the corrections as noted.

5. **UNFINISHED BUSINESS** – None.

6. **NEW BUSINESS**

6:48 p.m. 6.1 **VEHICLE EMISSIONS REDUCTIONS BASED AT SCHOOL PROGRAM (VERBS)**

The Committee received an update regarding VERBS Program activities during 2013-14 and planned for the 2014-15 school years. Pat Hines from Safe Moves responded to Committee questions.

SPEAKING FROM THE FLOOR WITH SUPPORT, CONCERNS, AND/OR RECOMMENDATIONS:

- Tracy Chu
- John Scarboro
- Jarrett Mullen

7:11 p.m. 6.2 **FISCAL YEARS 2014-15 THROUGH 2018-19 CAPITAL IMPROVEMENT PROGRAM**

The Committee discussed and provided input on potential bicycle-/pedestrian-related projects to be included as part of the City's Fiscal Years 2014-15 through 2018-19 Capital Improvement Program (CIP). The Transportation and Business Manager responded to Committee questions.

SPEAKING FROM THE FLOOR WITH SUPPORT, CONCERNS, AND/OR RECOMMENDATIONS:

- Jeral Poskey
- John Scarboro
- Cherie Walkowiak
- Jack Miller
- Wendee Crofoot
- Aldona Majorek
- Tracy Chu
- Winona Hubbard
- Patrick Moore
- Jarrett Mullen

Motion—M/S England/Purdon—Carried 4-0-1; Langevine absent—Support the programming or amending of the following bicycle- and pedestrian-related projects to be included as part of the Proposed Fiscal Year 2014-15 through Fiscal Year 2018-19 CIP as discussed by the City Council at its March 18, 2014 Study Session:

- Modifications to Grant Road/Phyllis Avenue/Martens Avenue Intersection.
- Shoreline Boulevard Pathway (Villa Street to Wright Avenue), Design.
- Shoreline Boulevard Pathway (Villa Street to Wright Avenue), Construction.
- Project 13-28, Dana Street Reconstruction, Funding Amendment.
- Permanente Creek Trail, Amphitheatre Parkway Crossing, Construction.
- TDA Projects—Crosswalk Improvements at West Middlefield Road/Independence Avenue/Thaddeus Drive.
- Project 15-28, Permanente Creek Trail (PCT), Rock Street to West Middlefield Road, Design.
- PCT Extension, West Middlefield Road to McKelvey Park, Feasibility Study.
- Downtown Street Lighting Assessment/Improvements.
- Request current and future City planning efforts (e.g., El Camino Real Precise Plan, Bicycle Transportation Plan Update, Shoreline Corridor Study), provide a comprehensive and coordinated approach to addressing the unmet pedestrian/bicycle needs in the community, including improved east-west connections across the City for bicyclists/pedestrians; connecting Escuela Avenue and Farley Street neighborhoods across Central Expressway/Caltrain tracks; pedestrian/bicycle enhancements to serve the community's most vulnerable (i.e., children, seniors, and people with disabilities); improvements in Villa Street/Shoreline Boulevard/Wright Avenue area; and need for protected bicycle lanes.

- Request a portion of funds for audio and visual technology updates in Council Chambers as part of the annual Information Technology Computer Projects CIP for Fiscal Year 2014-15 be spent on improvements to the audio system in the Plaza Conference Room.

8:43 p.m. 6.3 **SHORELINE CORRIDOR STUDY**

The Committee received an overview of the progress to date on the Shoreline Corridor Study and the Transportation and Business Manager responded to Committee questions.

SPEAKING FROM THE FLOOR WITH CONCERNS AND/OR RECOMMENDATIONS:

- Bryan Payne
- Aldona Majorek
- Patrick Moore
- Jeral Poskey
- John Scarboro

The Committee looks forward to the Study's pedestrian- and bicycle-related solutions and options.

9:12 p.m. 6.4 **UPCOMING AND RECENT EVENTS**

The Committee discussed the members' participation in the Bike to Work Day, Spring Parade, Thursday Night Live, Council Neighborhoods Committee neighborhood meetings, and other events.

SPEAKING FROM THE FLOOR WITH INFORMATION AND/OR RECOMMENDATIONS:

- Cherie Walkowiak
- Pat Hines, Safe Moves
- Winona Hubbard

9:20 p.m. 6.5 **POLICE DEPARTMENT DATA**

The Committee received the Police Department's quarterly bicycle- and pedestrian-related accidents data.

SPEAKING FROM THE FLOOR WITH CONCERNS AND/OR RECOMMENDATIONS:

- Todd McComb
- Pat Hines, Safe Moves

9:26 p.m. 6.6 **VALLEY TRANSPORTATION AUTHORITY (VTA) BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC) UPDATE**

The Committee received a report from the City's VTA BPAC representative on the VTA BPAC agenda items.

9:28 p.m. 6.7 **2013-14 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN**

The Committee reviewed its 2013-14 Work Plan and provided updates on recent activities.

9:30 p.m. 6.8 **CITY COUNCIL MAJOR GOALS**

The Committee reviewed and discussed the City Council's Fiscal Years 2013-14 and 2014-15 three major goals and the Transportation and Business Manager responded to Committee questions.

SPEAKING FROM THE FLOOR WITH RECOMMENDATIONS:

- Pat Hines, Safe Moves

There was a general consensus of the Committee that the City Council consider the following comments regarding specific action items supporting two of the major goals:

Improve Bicycle and Pedestrian Mobility

1. As time and resources permit, consider other bicycle and pedestrian mobility improvements that are low-cost and easily implementable. The B/PAC will support Public Works Department/Traffic Engineering in identifying potential improvements.
2. Assist in the creation of a Transportation Management Association (TMA) to primarily serve the Shoreline Community and East Whisman

area. The B/PAC will provide assistance/support to the TMA, as requested.

Use Technology to Enhance Customer Service, Efficiency, and Advance the Mission of the Organization

1. Enhance online accessibility to public safety information and services. The B/PAC is interested in discussing methods to improve the quality and time lines of information available online related to bicycling and pedestrian safety.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

9:50 p.m. **7.1 STAFF COMMENTS**

- There were 14 bicycle-/pedestrian-related cases (6 open and 8 resolved) reported between February and March 2014 in the City's Customer Relationship Management (CRM) system.
- The Mayor will present the 2014 Bike Month Proclamation at the April 22, 2014 City Council Meeting. The Chair confirmed he will attend the Council meeting to accept the proclamation.
- The City Council approved the B/PAC revised bylaws at its March 4, 2014 meeting.
- The Library received a grant for a Fix-It Service Station and it will be installed in front of Library later this spring.
- The Police Department's proposed revisions to City bicycle licensing requirements will be presented to City Council later this year.

10:06 p.m. **7.2 COMMITTEE COMMENTS**

In response to the Chair's inquiry about a new staff position dedicated to bicycle/pedestrian issues, the Transportation and Business Manager stated it would be proposed as part of the City's annual budget process.

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, May 28, 2014, at 6:30 p.m.

9. **CALENDAR**

Wednesday, August 27, 2014 – B/PAC Meeting

10. **ADJOURNMENT**

The meeting was adjourned at 10:09 p.m.

HK/7/PWK

915-03-31-14mn-E

**MEMORANDUM**

Community Development Department

DATE: May 28, 2014

TO: Bicycle/Pedestrian Advisory Committee

FROM: Nancy Minicucci, Senior Project Planner
Randal Tsuda, Community Development Director

SUBJECT: **Proposed Bicycle and Pedestrian Facilities at the Mixed-Use Development Project at 405 San Antonio Road**

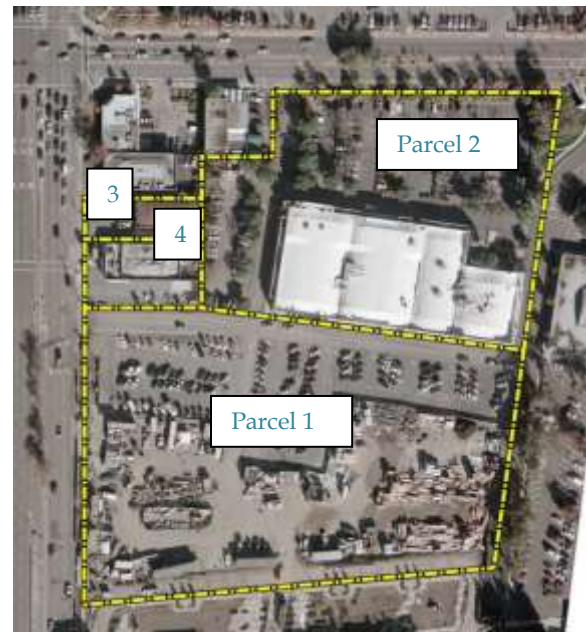
RECOMMENDATION

Provide input on the proposed public bicycle and pedestrian facilities to be included as part of the proposed 405 San Antonio Road development.

BACKGROUND

On December 13, 2011, the City Council authorized a Gatekeeper application for Phase II of Merlone Geier Partners' (MGP's) mixed-use development at the San Antonio Center. Council direction was to allow uses such as entertainment, retail, hotel, and office.

The Phase II project site is located in the northwest corner of the San Antonio Shopping Center with frontage on San Antonio Road and California Street. The project site is referred to as 405 San Antonio Road and consists of four parcels totaling 9.9 acres.



- **North Parcel:** Parcel 1 was previously entitled in July 2011 for a 175,000 square foot podium retail building with structured parking as part of the MGP Phase I project.

- **405-425 San Antonio Road:** Parcel 2 is currently developed with a Ross department store, BevMo store, and parking lots.
- **377 San Antonio Road:** Parcel 3 is developed with a one-story commercial building previously occupied by Barron Park Supply.
- **391 San Antonio Road:** Parcel 4 is developed with a one-story commercial building previously occupied by the International Market.

Project Description

MGP's application proposes a development proposal of 9.9 acres for a mixed-use development with six buildings consisting of:

- 397,000 square feet of office with four levels of underground parking
- 121,000 square feet of commercial/retail/restaurant
- 70,000 square feet of cinema/theatre
- 150,000 square feet of hotel area with conference facilities (167 rooms)
- 490,000 square feet of parking structure with 1,480 spaces
- No residential uses
- 25,000 square foot central plaza (expands to 50,000 square feet when the Promenade is closed to vehicles).



The site is within walking distance to Caltrain, VTA bus lines, and a potential Bus Rapid Transit (BRT) stop on El Camino Real. Several gathering spaces are located throughout the project site with a main emphasis on the Hetch Hetchy Green, which was constructed as part of the Phase I project, and a central public plaza in the center of the project site. Buildings are placed with ground-floor retail/restaurants facing the Hetch Hetchy Green and Promenade, the public plaza, San Antonio Road, and California Street.

ANALYSIS

Overview

MGP's proposed development includes specific recommendations made by the Project for Public Spaces (PPS) for bicycle and pedestrian facilities within and adjacent to the project area (Attachment 1).

There are a number of items related to bicycle and pedestrian facilities within and adjacent to the proposed development that staff would like to review with the Bicycle/Pedestrian Advisory Committee (B/PAC), including B/PAC confirmation of the design of bicycle and pedestrian facilities along San Antonio Road and California Street, input on the details of other components such as adequacy of bike parking on the project site and their proposed locations, and comments regarding how the bicycle and pedestrian facility recommendations made by PPS have been incorporated into the project.

Proposed Circulation

The applicant proposes dedicated bicycle paths around the perimeter of Phase II with shared vehicular/bicycle travelways within Phase II. Pedestrian paths are provided along each internal roadway (Attachment 2).

San Antonio Road Improvements

MGP has committed to the redesign of San Antonio Road from El Camino Real to California Street in order to install 6' wide bike lanes on both sides and to rebuild the median. The proposal includes the use of green bicycle lanes in potential conflict zones and bicycle-detection stencils with associated bike loop detector signs. PPS has recommended the use of green paint color bicycle lanes in conflict zones since it is the emerging Best Practice. The plan currently shows 5'6" planter strips, 8' sidewalks, and building setbacks ranging between 10'3" to 16' along San Antonio Road (Attachment 3).

Question: Does the proposed San Antonio Road section provide acceptable bicycle and pedestrian facilities?

California Street Improvements

California Street currently has bike lanes on both sides of the street. Recently, the applicant proposed a buffered bike lane concept per PPS' design suggestions (5' bike lane and 3' raised planter). The applicant is planning an average 18' setback from the curb to the building wall along California Street. The minimum setback is 16'4-1/2" and the maximum is 22'4-1/2". Instead of a contiguous planter strip, the applicant is proposing 5' by 10' tree wells with decomposed granite every 40' along the project frontage and 8' wide sidewalks (Attachment 4).

As an alternative, Public Works staff has recommended the applicant not pursue the raised planter design due to maintenance and other concerns (e.g., street cleaning, landscaping, and visibility), and instead provide a 5' bike lane with a 3' striped buffer

instead. Green bicycle paint in potential conflict zones, bike detector stencils, and associated bike lane detector signs are also proposed.

Question: Does the B/PAC support staff's recommended alternative to proposed bicycle and pedestrian facilities on California Street?

Internal Roadways

Pacchetti Way: The plans provide shared bike lanes on both sides of Pacchetti Way. Super sharrows (sharrows painted on green rectangular pavement), reduced speed tables, and "slow down" 15 mph speed signs have been incorporated into the plans based on PPS' recommendations (Attachment 5). In order to enhance the pedestrian connections to the neighboring properties, PPS, staff, and Council recommended and the applicant agreed to enhanced paving and signage to identify the pedestrian crossings. A bike-oriented retail space in Building 5 with access to public bike repair facilities is also proposed.



Hetch Hetchy Green Roadway: The roadway along the Hetch Hetchy Green is one-way, 30' wide, of which 8' is dedicated to parking. Council has endorsed the idea of having separated bike lanes along the Hetch Hetchy Green as part of the San Antonio Precise Plan update.

PPS does not recommend separated bike lanes and cycle tracks due to the low speeds, low volume of traffic, and the short blocks found at the Center. PPS also states that sharrows may not be necessary provided that the streets at the Center function as de facto shared spaces.

The applicant is proposing parallel parking in this area, the installation of super sharrows on both sides of the Hetch Hetchy Green, "slow down" 15 mph speed limit signs, ped-zone-walk your bike pole signs, and "walk your bike" pavement stencil at curb ramp locations (Attachment 5). In order for the project to include a separated bicycle lane in this location, the proposed parallel parking would have to be removed and replaced by the bike lane.

Question: Does the proposed Pacchetti Way and Hetch Hetchy Green Roadway provide acceptable bicycle facilities?

Internal Sidewalks throughout Phase II

Staff is requesting input from the B/PAC on the proposed pedestrian circulation within the development. The applicant has agreed to provide sidewalks on all sides of the street, including Disk Drive and Silicon Way. There are some areas in the development where the sidewalks narrow slightly due to the proposed building footprint such as along Pacchetti Way along the hotel frontage where it narrows to 12'9". Enhanced paving, similar to what is found in Phase I, is proposed throughout the development in pedestrian crossing areas and along the Promenade and Central Plaza area. The Central Plaza and Promenade are designed to be at a zero curb so it will feel like one large public space when the plaza is closed to vehicular traffic. Based on Development Review Committee (DRC), City Council, and Environmental Planning Commission (EPC) comments, the applicant has worked on enhancing the design of the pedestrian walk between the proposed cinema and parking garage on the at-grade garage level as well to ensure there is no "tunnel" effect in the garage and pedestrians have a dedicated walkway through the parking garage (Attachment 6).

Question: Is the proposed internal pedestrian circulation acceptable?

Bicycle Parking Assessment

The proposed project includes 326 bike parking spaces, significantly more than the 128 spaces required per the City of Mountain View's Ordinance. One hundred sixty-six (166) bike parking spaces will be available to the public where only 60 spaces are required. Approximately half of the project's bicycle parking (160 spaces) are located in the below-grade parking structures and not available to the general public. They are in secured areas and are reserved for tenant use to encourage office employees and other tenants to use alternative transportation in their commutes, giving them a safe and secure area to store their bicycles during the work day. To ensure an adequate supply of bike parking spaces are available to the public, staff and PPS recommend MGP be required to develop and implement a plan to add bike parking spaces if later determined the public bike parking spaces are not sufficient (Attachment 3).

Staff is requesting input from the B/PAC regarding potential additional bike parking locations and whether other strategies for bicycle parking, such as the use of public bike-share kiosks, bike valet services, and/or the use of bicycle corrals, would be supported by the B/PAC.

Questions: Are proposed bicycle parking amenities and locations adequate?

CONCLUSION

Staff is requesting input from the B/PAC on those items summarized below with the simplified options:

1. Confirm the design for San Antonio Road is sufficient for pedestrian and bicycle circulation.
2. Confirm the design of California Street is sufficient for pedestrian and bicycle circulation.
3. Confirm the design for Pacchetti Way is sufficient for bicycle circulation.
4. Confirm the design for the Hetch Hetchy Green Roadway is sufficient for bicycle circulation.
5. Confirm the pedestrian circulation for the development is adequate.
6. Confirm the proposed bicycle parking amenities and locations are adequate.

NM-RT/7/CDD
819-05-28-14M-E

- Attachments:
1. Memo from Mark Plotz, National Center for Bicycling & Walking/PPS
 2. Dimensioned Site Plan and Circulation Plan
 3. San Antonio Road Improvements
 4. California Street Improvements
 5. Bicycle/Pedestrian Facilities and Improvements
 6. Walkway between Buildings 5 and 6 in At-Grade Parking Area

Date: May 13, 2014
 From: Mark Plotz, Director, National Center for Bicycling & Walking/PPS
 To: Nancy Minicucci
 Su: SAVN Bicycle Connections Review (updated)

Assessing bicycle access to The Village at San Antonio Village North Center (SAVN) requires examining the connections between the development and Mountain View's bicycle network, bicycle circulation within the development, and the types and proposed locations of bicycle parking. The recommendations that follow are informed by an April 2, 2014 conference call with Urban Arena, PPS, and other project partners; a review of the proposed site plan, City of Mountain View planning documents, and national bicycle access and parking best practices; and 20+ years of personal experience as a bicycle commuter gained in a variety of employment and land use contexts (rural, suburban, and urban).

Bicycle connections to Mountain View

A review of the proposed bicycle accommodations on California Street and El Paso Road is beyond the scope of this memo. The pertinent question is how to avoid conflicts between motor vehicles and bicycles at the ingress/egress points of the development along said roads. The emerging best practice is to use green paint to color bicycle lanes in these conflict zones. California Street is a direct bicycle route to downtown Mountain View and as such it should feature high quality bicycle facilities in the conflict zones.

Bicycle circulation within SAVN

On the streets of SAVN all other users should be subordinate to the pedestrian. The ideal operating speed of motor vehicles in the development should be 10-15 mph—an operating speed easily achieved with narrowed streets, parking turnover, short blocks, high pedestrian activity, and visual friction (e.g. interesting things to see).

At 10-15 mph drivers are more likely to yield when encountering pedestrians at intersections and when encountering pedestrians who may be wandering across the street midblock. At this speed, bicycles may mix comfortably with motor vehicles. Bicycle lanes and cycletracks are not recommended due to the low speeds, low volume of traffic, and the short blocks found at SAVN. The provision of sharrows may not be necessary provided that the streets of SAVN function as de facto shared spaces.

Bicycle parking assessment

Three types of bicycle parking are proposed for SAVN: 1) secured access bicycle parking; 2) freestanding bicycle lockers; and 3) sidewalk racks. One and 2 are appropriate for long term parking of more than two hours and would be used primarily by tenants of the offices, retail, and commercial spaces; type 3 is for short term parking and would be used primarily by those shopping or attending events at SAVN. Regardless of the users, all bicycle parking should be conveniently located to the destination, should be well illuminated, and should be secured either by access or by well-chosen installation locations.

Bicyclists are no different than drivers in that they want to park as close as possible to the destination. Bicycle parking should be generously provided in conspicuous locations; where bicycle parking is deemed inconvenient, unsecure, or scarce, the bicyclist will lock his bike to trash cans, fences, parking meters, and other street furniture creating access problems for business and other users. It is far better to oversupply bicycle parking to avoid this problem.

A broad range of bicyclists can be expected to access SAVN: white collar, service employees, families, scensterers, and others. Each user has specific needs. For example, destinations serving families should space racks farther apart to accommodate trailers and cargo bikes. As another example, professional offices spaces may have employees wanting secure, sheltered parking for bicycles valued at several thousands of dollars. Despite the dissimilarities, all users desire security and convenience. Securing the \$50 Huffy is just as important as securing the \$5,000 custom bicycle.

For specific standards on bicycle parking installation best practices, consult the Association of Pedestrian and Bicycle Professionals' (APBP) *Bicycle Parking Guidelines 2nd Edition (2010)*.

Regarding the question of capacity, the following tests were applied to the proposed bicycle access plan:

1. Does the proposed bicycle parking capacity conform to bicycle parking standards established in the *Mountain View Bicycle Transportation Plan (2008)*?
2. How does the site plan and bicycle parking capacity compare with standards set by other bicycle friendly communities?
3. Does the proposed bicycle parking capacity conform to Mountain View's current mode split?

Table 1: Building Capacity

Use	Capacity	Units
Office	345,757	Square foot
Commercial	28,656	Square foot
Hotel	167	Room keys
Retail	38,282	Square foot
Cinema	1,700	Seats
Restaurant	35,880	Square foot

Table 2: Parking Capacity

Type	Spaces	Type	Spaces
Structured Auto Parking (Buildings 5 & 6)	1,386	Secured Bicycle Parking (Type II/III)	4
Structured Auto Parking (Buildings 1 & 2)	1,174	Secured Bicycle Parking (Type II/III)	156
On Street Parking	36	Freestanding Bicycle Racks (Type II/III)	152
		Freestanding Bicycle Lockers (Type I)	14
Total	2,596	Total	326

(1) The most recent bicycle planning document is the *Mountain View Bicycle Transportation Plan (2008)*. Parking Ordinance No. 9.96 recommends provision of bicycle parking spaces based on a percentage of car parking spaces, and the use in question. Bicycle parking is required to be at least 5% of car parking spaces, the exception being hotels where 2% is the requirement.

Findings

- The expected bicycle parking under these standards is 128 spaces; the current site plan provides 326 bicycle parking spaces, 160 of which are split between two secure bicycle parking facilities.

Recommendations

- The current site plan's bicycle parking exceeds the standards specified in the *Mountain View Bicycle Transportation Plan (2008)*. However, as nearly one-half of the bicycle parking is concentrated in two locations that are not available to the general public, a contingency plan should be made if the existing short term (Type II/III) proves to be inadequate.
- The City of Mountain View should consider revising its bicycle parking standards to be based on square footage, and not the percentage of motor vehicle parking. Under its current standards it is the size of the parking lot and not building use that controls the amount of bicycle parking required. Where cities endeavor to reduce reliance on single occupancy vehicles, there is an inverse relationship between the demand for bicycle parking and car parking. Said plainly: if there are fewer car parking spots, then more bicycle parking will be needed.

(2) The site plan's bicycle parking exceeds the recommended minimums for the City of Mountain View, but it is useful to compare these numbers with peer cities and established best practices. Bicycle parking standards for San Francisco, Seattle, Portland (OR), and Vancouver were reviewed for their recommended minimums for the following uses: Parks/Open Space, Office, Commercial, Hotel, Retail, Cinema, and Restaurant. Additionally, the Association of Pedestrian and Bicycle Professionals' (APBP) *Bicycle Parking Guidelines 2nd Edition (2010)* was consulted for bicycle parking minimums.

Findings

- Compared to peer cities and best practices, the short term (Type II/III) bicycle parking appears to be adequate. The 152 Type II/III and 14 Type I spaces in the site plan—166 total—is above that of San Francisco (158) and APBP's recommendation (161), but below that of Vancouver (200).

Recommendations

- None.

(3) Mountain View is recognized as a Bicycle Friendly Community by the League of American Bicyclists. Bicycle trips continue to grow in Mountain View with a mode share of 6.2% in 2011, which was a 50% increase over 2010. As currently configured, the site plan's bicycle parking provides for an 11% mode share. While this appears to be more than adequate accommodation, it should be noted that the distribution of bicycle trips will vary dramatically across an urban area. For example, certain neighborhoods in Portland OR have bicycle mode share approaching that of European cities.

Findings:

It should be expected that SAVN will be a popular destination for bicyclists for the following reasons:

- Access: the site is adjacent to California Street, a major bikeway to the downtown.
- Bike culture: there has been an expressed desire to make the bike shop a *bike-lifestyle* destination for bicyclists.
- Mixed uses: there is a high concentration of entertainment (multiplex), shopping, and dining options.
- Place: Active public spaces will be a draw.

Recommendations:

- Develop a contingency plan should the existing short term (Type II/III) prove inadequate.

Additional Recommendations

- Bicycle valet service. This service is appropriate for events, but is unlikely to be utilized by those visiting SAVN for errands. Bicyclists like to park as close as possible to a destination, so it is unlikely that a bicyclist would park with the valet service and walk two blocks.
- Future capacity. As noted above it is better to oversupply short-term bicycle parking, than it is to manage the consequences of undersupply. Bicycle corrals, which can be installed in onstreet car parking spaces, can provide an additional 8-20 bicycle parking spaces per car parking space. Bicycle corrals would give SAVN the ability to easily and inexpensively increase bicycle parking capacity.
- Parking distribution. Careful consideration should be given to providing high quality, long term bicycle parking (Type I) to those employed in service jobs at SAVN. It is unclear whether sufficient parking is available for service workers.
- Public bike share. The site plan should include locations for future installations of bike share kiosks. Kiosks should be centrally located and may be installed in car parking spaces or on sidewalks.

Documents reviewed

San Antonio Center Precise Plan (2011)

<http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=2760>

Mountain View Bicycle Transportation Plan (2008)

<http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=10951>

Parking Ordinance No. 9.96

SFMTA

https://www.sfmta.com/sites/default/files/projects/Chapter2BikeParking_003.pdf

San Francisco Bicycle Program Homepage

<http://www.sf-planning.org/index.aspx?page=3470>

Proposed San Francisco Bicycle Parking Ordinance

<http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances13/o0183-13.pdf>

Exhibit B: Bicycle Parking in Cities Similar to San Francisco

[http://www.sf-](http://www.sf-planning.org/ftp/files/publications_reports/bicycle_parking_reqs/ExhibitB_summaryofbestpractices.pdf)

[planning.org/ftp/files/publications_reports/bicycle_parking_reqs/ExhibitB_summaryofbestpractices.pdf](http://www.sf-planning.org/ftp/files/publications_reports/bicycle_parking_reqs/ExhibitB_summaryofbestpractices.pdf)

City of Vancouver Bicycle Parking Standards and Guidelines (2006)

http://www.cityofvancouver.us/sites/default/files/fileattachments/community_and_economic_development/page/928/cov_bicycle_parking_guidelines.pdf

Portland OR: Chapter 33.266 Parking and Loading (2013)

<https://www.portlandoregon.gov/bps/article/53320>

Chicago Bicycle Parking Corral brochure

<http://www.scribd.com/doc/150405497/CDOT-Bike-Parking-Brochure>

Bicycle Parking Guidelines 2nd Edition (2010)

Association of Pedestrian and Bicycle Professionals

<https://apbp.site-ym.com/store/ViewProduct.aspx?id=502098>

Seattle DOT

<http://www.seattle.gov/transportation/docs/bmp/final/AppendixK.pdf>

2030 General Plan City of Mountain View (2012)

<http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=10695>





SEE SHEET 1 OF 3



SEE SHEET 3 OF 3

**SAN ANTONIO ROAD
STRIPING**

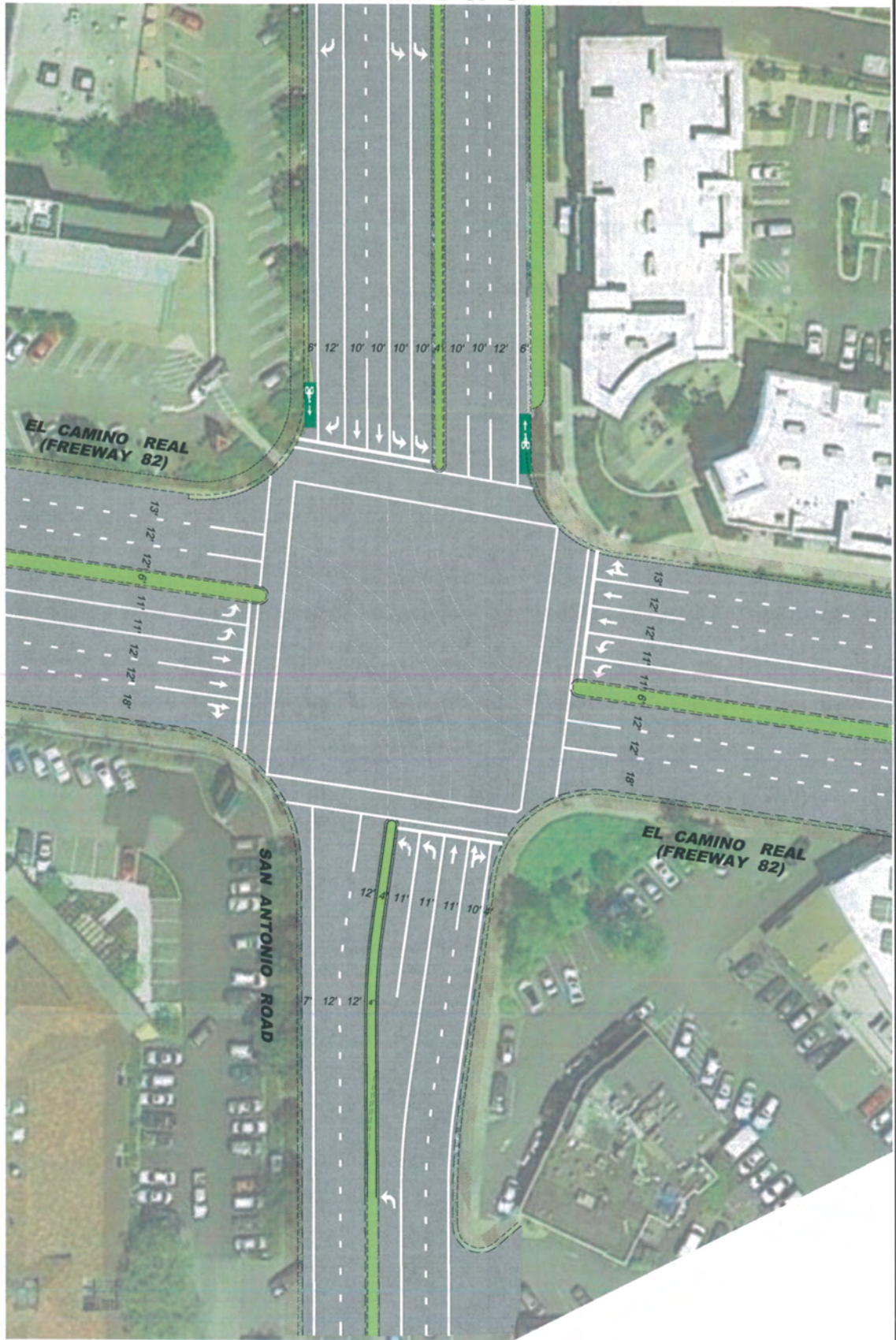
Exhibit

PSOMAS

JOB NO. 148010100
PLAN NO. E34-02.dwg
DATE: 4/24/14
SHEET: 2 OF 3

REVISION DATE:

SEE SHEET 2 OF 3



SAN ANTONIO ROAD

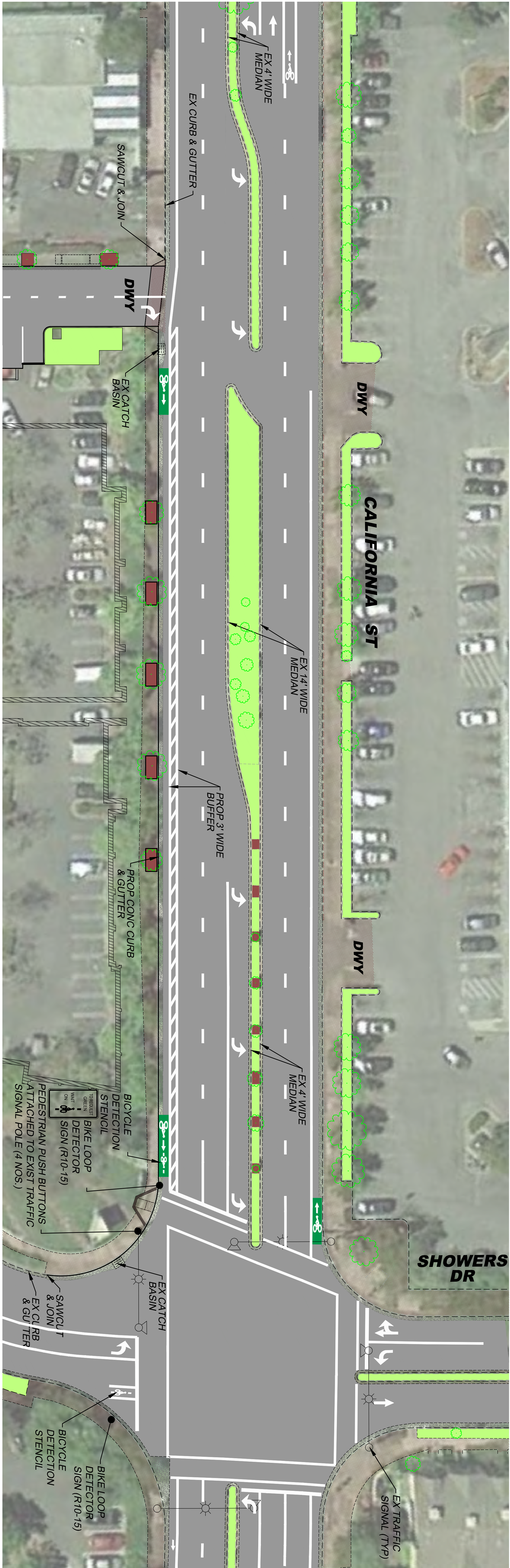
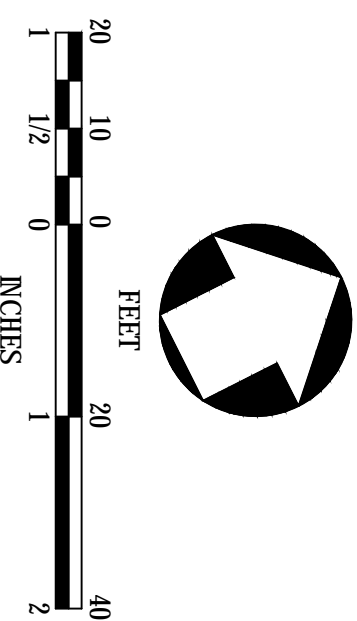
STRIPING

Exhibit

PSOMAS

JOB NO. 14060700
PLAN NO. EXH-02.dwg
DATE: 4/24/14
SHEET 3 OF 3

REVISION DATE:



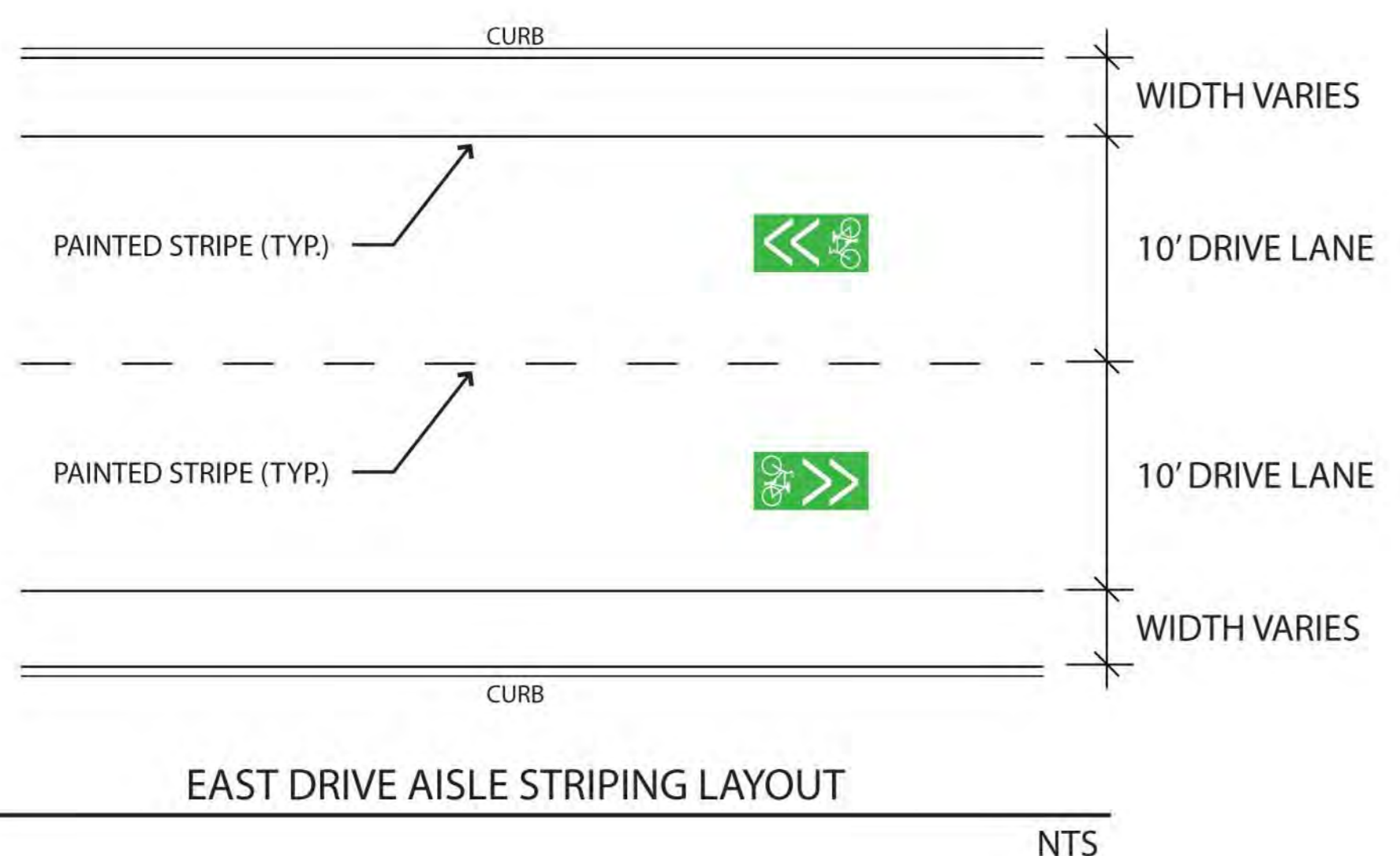
CALIFORNIA STREET STRIPING

PSOMAS

JOB No. 1MER010100 DATE: 4/1/14
PLAN No. EXH-01.dwg SHEET 1 OF

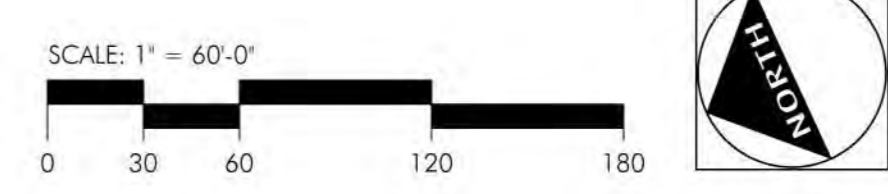
DATE: 4/1/14
SHEET **1** OF

REVISION DATE:



- BIKE STORAGE FOR SAFE & SECURE STORAGE OF BICYCLES IN BUILDING GARAGE
- TYPE I BICYCLE PARKING
- TYPE II/III BICYCLE PARKING
- SHOWER FACILITIES
- BIKE ORIENTED RETAIL WITH ACCESS TO PUBLIC BIKE REPAIR FACILITIES
- "SLOW DOWN" 15 MPH SPEED LIMIT SIGN
- SUPER SHARROW
- BIKE LANE
- FUTURE BIKE LANE ALONG SAN ANTONIO ROAD
- "WALK YOUR BIKE" PAVEMENT STENCIL AT HANDICAP RAMP
- "PED ZONE - WALK YOUR BIKE" POLE SIGN
- FLASHING PEDESTRIAN BOT-DOTS WITH PUSH BUTTON ACTIVATOR
- VALLEY TRANSPORTATION AUTHORITY [VTA] BUS STOP
- REDUCED SPEED TABLE WITH ENHANCED PAVING

BIKE PARKING REQUIRED: 128
BIKE PARKING PROVIDED: 250





THE VILLAGE AT
SAN ANTONIO
CENTER NORTH
SITE



THE VILLAGE
at San Antonio Center

MOUNTAIN VIEW, CA



CONSTRUCTION
INCORPORATED

690 Gibraltar Drive
Milpitas, California 95035
(408)942-8200 Lic. #399163



URBAN
ARENA

11772 Sorrento Valley Rd., Ste. 212
San Diego, California 92121
T: 858.625.0112 F: 858.625.0113
San Diego • Orange County

THE VILLAGE AT SAN ANTONIO CENTER NORTH

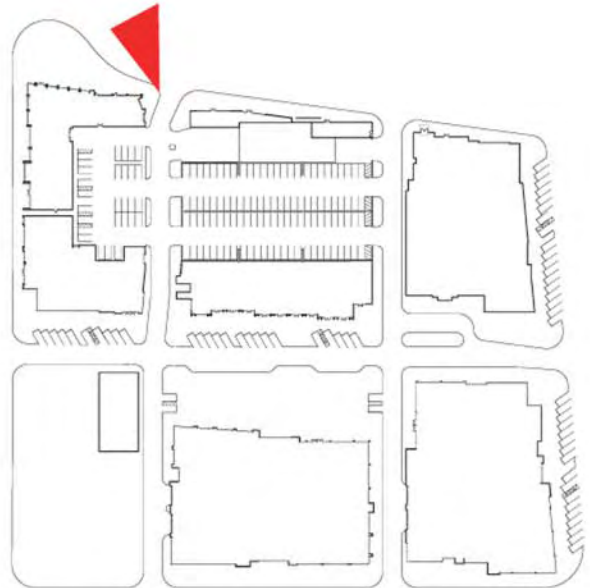
GENERAL NOTES:
CONTRACTOR SHALL FIELD VERIFY ALL JOB CONDITIONS AND DIMENSIONS. VARIATIONS THEREOF FROM THE DRAWINGS MUST BE REPORTED TO THE ARCHITECT.
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REVISIONS			
NO.	DATE	DESCRIPTION	BY

**ALTERNATIVE
TRANSPORTATION PLAN**

JOB NO. 14-018	SHEET NO.
DATE: 4/28/14	L1.21
DRAWN:	OF
CHECKED:	SHEETS
ISSUE: PCC RESUBMITTAL	





THE VILLAGE
at San Antonio Center

THE VILLAGE AT
SAN ANTONIO
CENTER NORTH
SITE

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REVISIONS			
NO.	DATE	DESCRIPTION	BY

VIEW FROM PEDESTRIAN
ZONE AT BLDGS 5 & 6

JOB NO. 14-018

DATE : 4/28/14

DRAWN: S.A

CHECKED: A.G/S.T

ISSUE: PCC RESPONSE

SHEET NO.

G2.27A

OF SHEETS

HK/7/PWK/915-05-28-14WP

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
B. Provide CTC with recommended City B/PAC appointments to the Santa Clara Valley Transportation Authority.	Recommendation to CTC regarding appointment to VTA BPAC.	1/2014	Marc Roddin's term ends 6/30/14. B/PAC recommended Simon Purdon at its January 2014 meeting. City Council approved appointment on March 25, 2014.
C. Attend/distribute materials promoting walking and bicycling at City and community events.	Farmer's Market	Sundays	Ongoing, as B/PAC members available.
	Thursday Night Live	7-8/2013	Complete for 2013.
	CNC Meetings	10/17/13	Complete for 2013.
	Spring Parade	4/26/14	Complete.
D. Support City bicycle and pedestrian safety education efforts.	Participate in City's VERBS Program.	Through 10/2014	Ongoing. B/PAC received VERBS update on 7/31/13 and 3/31/14.
	Input on City's B/PAC web page.	Ongoing	Ongoing.

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
E. Coordinate with City departments and advisory bodies, other Santa Clara County jurisdictions, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters.	Updates from City's representative regarding VTA BPAC Agenda.	Ongoing	<p>VTA BPAC representative provides regular updates to City B/PAC.</p> <p>Joint PRC – B/PAC meeting held on March 12 to discuss updates to the Parks and Open Space Plan (POSP).</p> <p>B/PAC member Langevine participated in the HRC Civility Roundtable held on 3/26/14.</p>
Fiscal Year 2013-14 Work Items			
1. Support the update and implementation of the Pedestrian Master Plan (PMP).	Recommendations to CTC and City Council regarding criteria and measurable goals.	3/2014	<p>B/PAC revisions complete 9/26/13.</p> <p>CTC approved revisions 10/30/13.</p> <p>City Council approved revisions on 1/28/14 and directed B/PAC to review PMP annually.</p>
2. Support the development of the Bicycle Transportation Plan.	Input on Request for Proposals.	9/2013	Complete 9/26/13.

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
3. Monitor and provide input regarding bicycle and pedestrian projects included in the City's Capital Improvement Program (CIP).	Recommendations regarding projects to include in FY 2014-15 through 2018-19 CIP.		<p>B/PAC provided input regarding downtown bike racks project on 11/13/13.</p> <p>B/PAC provided input into upcoming Five-Year CIP development process on 3/31/14.</p> <p>B/PAC received update and provided input into the Shoreline Corridor Study on 3/31/14.</p>
4. Review and make recommendations regarding projects for Transportation Development Act (TDA) funding.	Preliminary discussion regarding potential projects.	9/2013	Initial discussion – Complete 9/26/13.
	Recommendations to CTC regarding projects.	1/2014	Complete 11/13/13.
5. Promote and support events encouraging bicycling and walking.	Walk to School	10/2013	Complete.
	Bike to School	5/2014	B/PAC participation based on availability.
	Bike to Work	5/8/14	Complete.

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
6. Review the City's roadway system for bicycle and pedestrian suitability.	Develop pedestrian/bike data collection and evaluation process.	TBD	On 1/29/14, B/PAC endorsed the PMP's data collection and survey to improve/evaluate pedestrian facilities.
	Develop survey to improve existing pedestrian/bike facilities.	TBD	



CITY OF MOUNTAIN VIEW

MEMORANDUM

Public Works Department

DATE: May 28, 2014

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Transportation Planner
Linda Forsberg, Transportation and Business Manager
Michael A. Fuller, Public Works Director

SUBJECT: Draft Fiscal Year 2014-15 Work Plan

RECOMMENDATION

Provide input on the Bicycle/Pedestrian Advisory Committee's (B/PAC) Draft Fiscal Year 2014-15 Work Plan.

BACKGROUND AND ANALYSIS

City Council Policy A-23, Work Item Referral for Council Advisory Bodies and Councilmember Committees, requires all Council advisory bodies to annually prepare work plans for City Council review and approval. Council review and adoption of proposed advisory body work plans for Fiscal Year 2014-15 is scheduled for July 1, 2014.

The B/PAC's Draft Fiscal Year 2014-15 Work Plan is attached. The proposed work items included in the draft plan operationalize the roles and responsibilities of the B/PAC and identify specific actions the B/PAC will take during the upcoming year to improve bicycle and pedestrian mobility in the community—one of the major goals adopted by the City Council last year for Fiscal Years 2013-14 and 2014-15.

Revisions to work items in both the Ongoing and Fiscal Year 2014-15 sections of the B/PAC's Draft Fiscal Year 2014-15 Work Plan reflect:

- Council direction that the B/PAC conduct an annual review of the Pedestrian Master Plan.
- New performance measure monitoring activities as described in the Pedestrian Master Plan.

- Modifications made to the B/PAC's bylaws on March 4, 2014 by the City Council (e.g., B/PAC to review Gatekeeper private development projects, as directed by the Council).

CONCLUSION

Staff requests B/PAC input regarding its Draft Fiscal Year 2014-15 Work Plan so that the work plan can be presented, along with other draft advisory body work plans, to the City Council on July 1, 2014 for review and approval.

HK-LF-MAF/7/PWK

901-05-28-14M-E

Attachment: 1. Draft B/PAC Fiscal Year 2014-15 Work Plan

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE DRAFT WORK PLAN
Fiscal Year 2014-15

Title and Description	Key Milestones	Date (per milestone)	Current Status/ Notes
Ongoing Work Items			
A. Review, prioritize, and recommend bicycle and pedestrian projects for annual TDA Article 3 funding application cycle.	VTA call for projects announcement.	February 2015	
B. Provide input into the development and review of comprehensive bicycle/pedestrian facility plans and regulations (e.g., General Plan Circulation Chapter, Precise Plans, Zoning Ordinance bicycle parking requirements).	As required/requested.		
C. Review City roadway system and bikeway/pedestrian facilities for bicycle and pedestrian suitability and make recommendations on improvements.	Ongoing.	Ongoing.	
D. Make recommendations on capital improvements to bicycle/pedestrian facilities.	Annual Capital Improvement Program (CIP) development and approval process.	Spring 2015	
E. Review private development project applications requiring General Plan, Precise Plan, and/or zoning amendments (Gatekeeper projects).	As directed by City Council.		
F. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and the disabled.	As identified by staff.		
G. Promote bicycle and pedestrian safety.	Ongoing.	Ongoing.	
H. Coordinate with City departments and advisory bodies, other Santa Clara County jurisdictions, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters.	City representative attend monthly VTA BPAC meeting.	Ongoing.	
	Pursue as opportunities are identified.	Ongoing.	

Title and Description	Key Milestones	Date (per milestone)	Current Status/ Notes
Fiscal Year 2014-15 Work Items			
1. Provide input/direction during Bicycle Transportation Plan update process.	Needs assessment. Draft strategies and recommendations. Draft plan.	September 2014 February 2015 June 2015	
2. Provide input on potential pedestrian improvements along Middlefield Road between the RREEF development at 700 East Middlefield Road and the Middlefield Light Rail Station (carryover from FY 2013-14 Work Plan).	CDD request for B/PAC review/input.	TBD	
3. Promote and participate in events to encourage bicycling and walking.	Farmers' Market. Walk to School Day(s). Arbor Day. Annual Spring Parade. Bike to School Day(s).	Ongoing, based on B/PAC members' availability. Fall 2014 March 2015 April 2015 May 2015	

Title and Description	Key Milestones	Date (per milestone)	Current Status/ Notes
3. Promote and participate in events to encourage bicycling and walking (continued).	Bike to Work Day. Thursday Night Live. CNC Meetings <ul style="list-style-type: none"> • Monta Loma/Farley/Rock Street Neighborhood. • Other neighborhoods. 	May 2015 Summer 2015, based on B/PAC members' availability. October 2014 TBD	
4. Annual review of Pedestrian Master Plan (PMP) document.	B/PAC agenda item.	February 2015	
5. Monitor PMP performance measures, trends, and targets to assess improvements in the City's pedestrian environment.	Update data on students walking to school. Update data on students receiving pedestrian safety education. Update data on pedestrian/vehicle and pedestrian/bicycle collisions. Update pedestrian safety-related vehicle enforcement measure data.	4 times/school year 4 times/school year Quarterly Quarterly	